



Photo courtesy of Mateo Utah via Flickr.

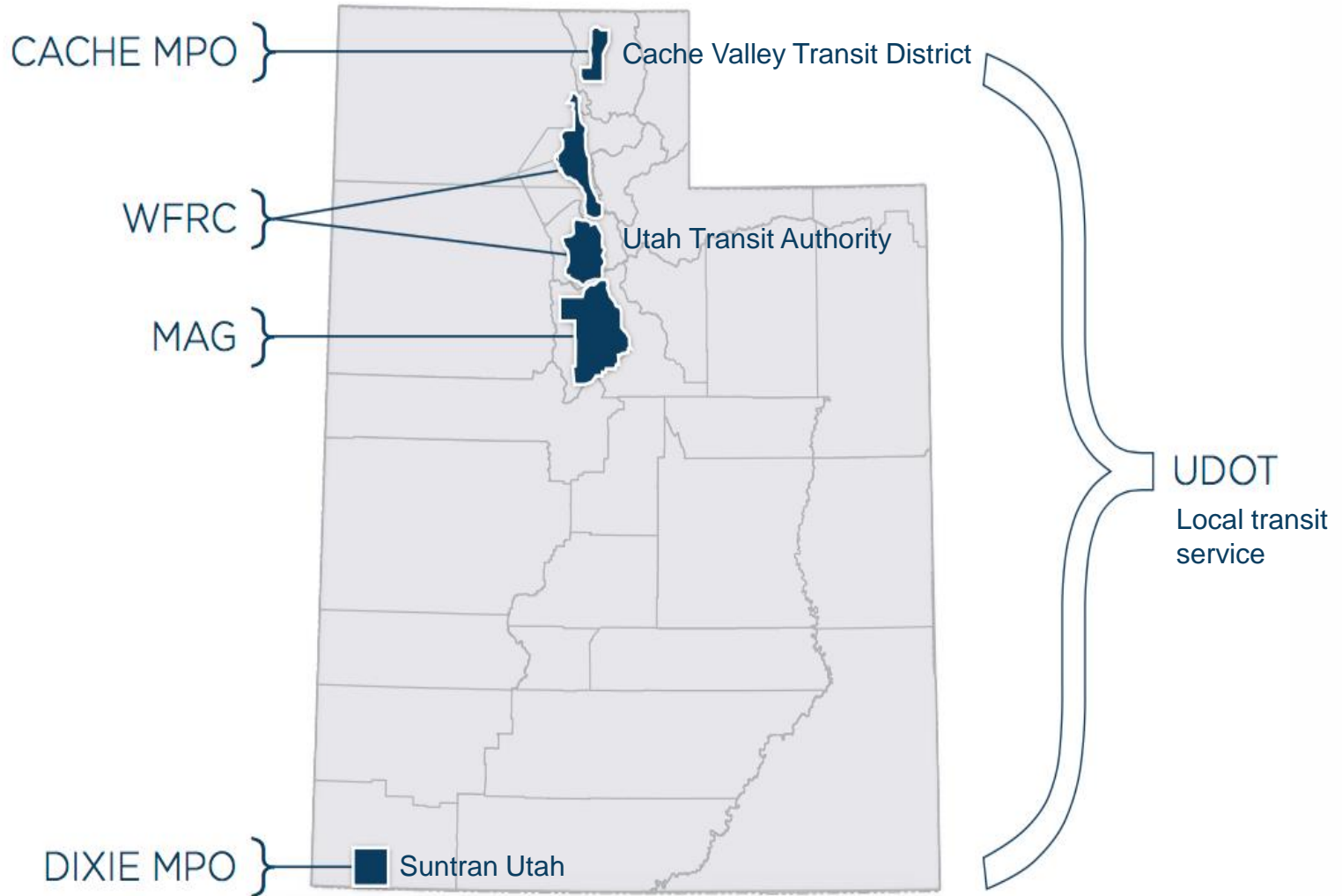
Long-Range Transportation Planning

Transportation Interim Committee, June 20, 2018

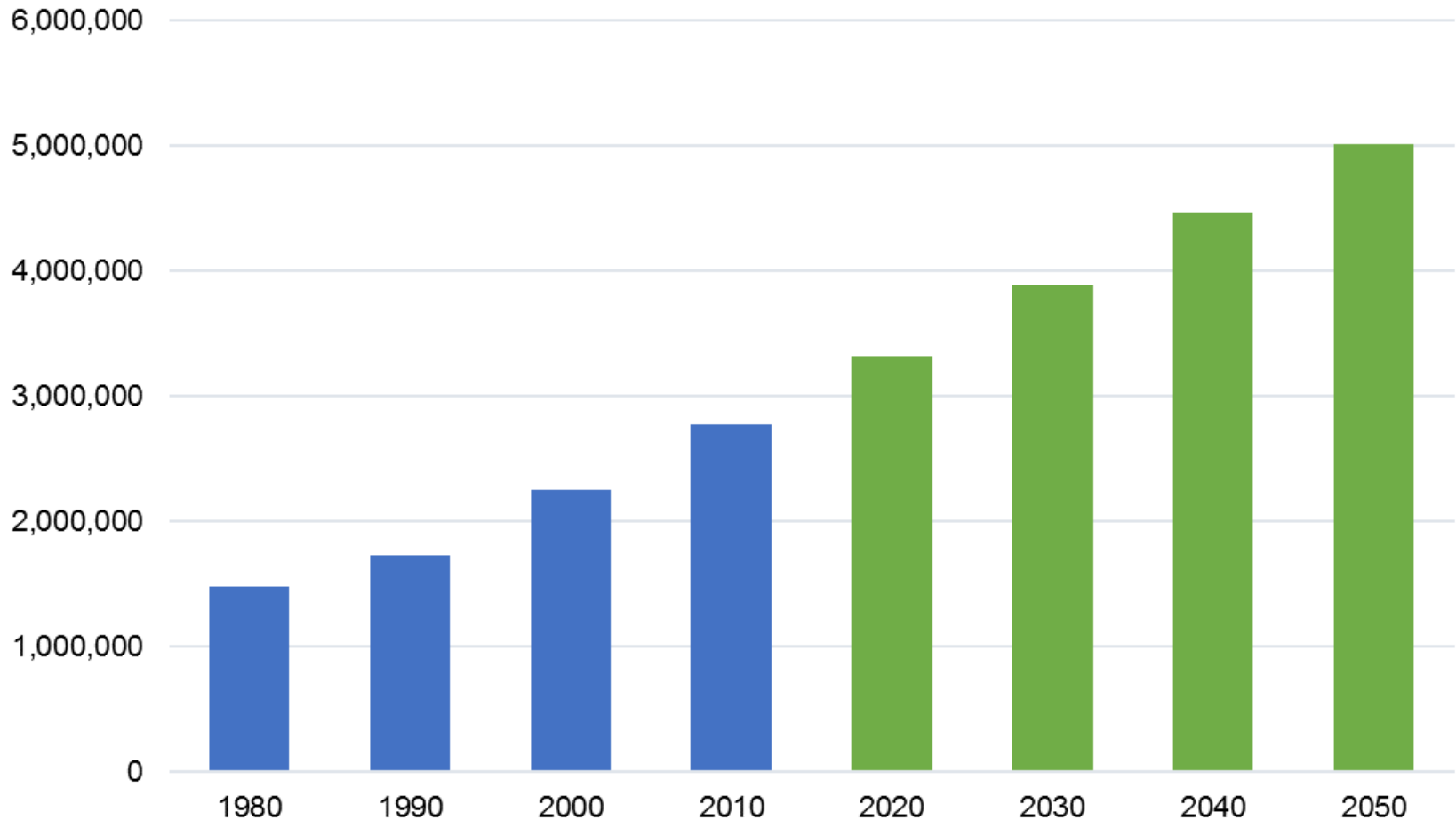


WASATCH FRONT REGIONAL COUNCIL

Utah's Transportation Planning Organizations



Population Growth



Source: Kem. C. Gardner Policy Institute

Recognized Planning Approach



U.S. Department
Of Transportation

Mr. Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: **FY 2016 FHWA/FTA Transportation Planning Finding**

Dear Mr. Braceras:

To approve the FY 2016 - 2019 Statewide Transportation Improvement Program (STIP), including the Transportation Improvement Programs (TIPs) contained directly in the STIP, the Federal Highway Administration and the Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative and comprehensive planning process. In addition, this **Planning Finding** is based upon the finding that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304. This is the documented **Planning Finding** for the State of Utah's 2016 - 2019 STIP, and each of the incorporated TIPs for the following metropolitan planning organizations (MPOs):

Wasatch Front Regional Planning Council (WFRC),
Mountainland Association of Governments (MAG),
Cache Metropolitan Planning Organization (CMPO), and
Dixie Metropolitan Planning Organization (DMPO)

Planning Process Observations and Suggested Improvements

The following strengths of the statewide and metropolitan planning processes have been identified:

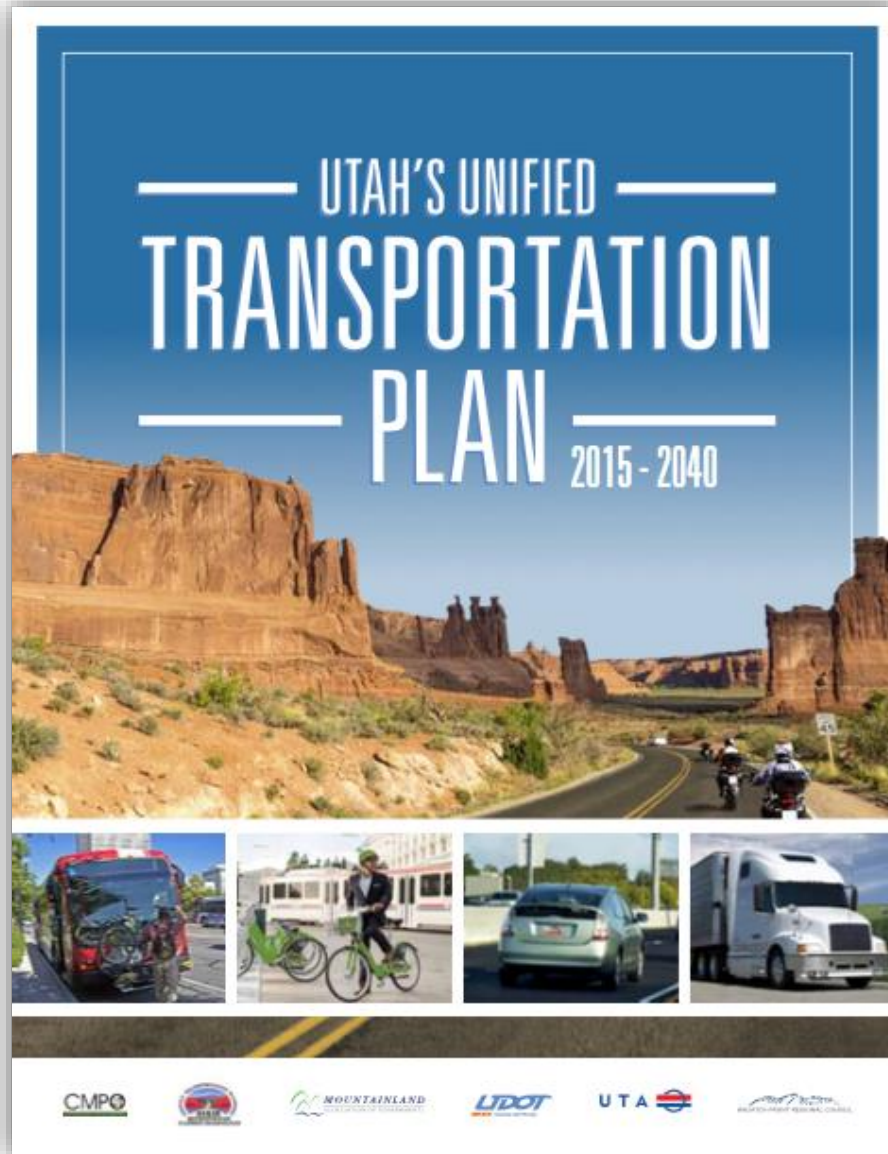
- **Unified Transportation Plan Process** – The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally and has been identified as a case study for the Every Day Counts 2 (EDC2) initiative. Their efforts to establish a website and an application for mobile devices will increase the use of and consistency with the transportation plans in the state.
- **Local Planning Resource Program (LPRP) of the Wasatch Front Regional Council** – We commend the efforts of WFRC in establishing the LPRP funding program to assist municipalities in using the tools produced with the HUD Implementation Grant to develop their local land use and transportation plans. In addition, briefing the Partnership for Sustainability Communities federal agencies on related progress has been appreciated.
- **UPLAN** – This GIS based tool has enabled the state to share data maintained by various state agencies and has received extensive acceptance with these state agencies. This has resulted in greater participation by resource agencies in the planning process and

“The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally...”



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Utah's Unified Transportation Plan



Performance Based Planning and Goals

Safety

Economic Vitality

State of Good Repair

Air Quality

Mobility & Accessibility

Performance Based Planning and Goals

Goal

Key
Objectives

Key Performance
Measures

**Mobility &
Accessibility**

Reduce the likelihood
of driving long
distances daily

Vehicle miles
traveled per capita

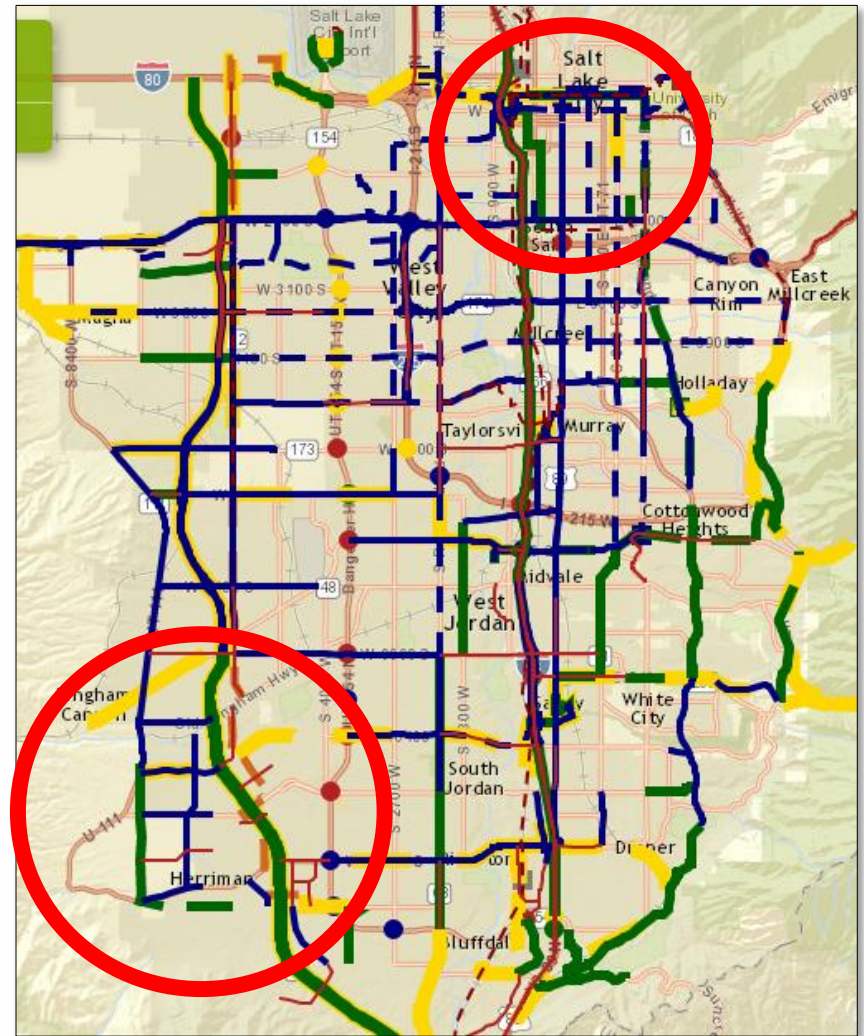
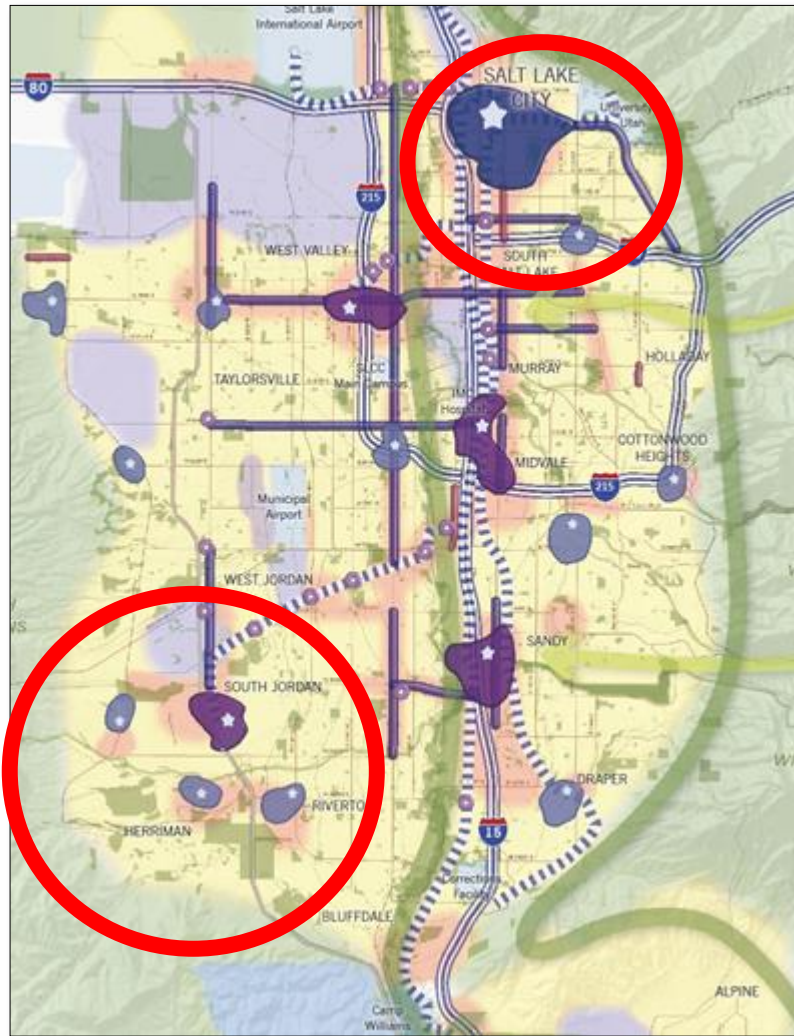
Increase the share of
trips using non-SOV
modes

Commute mode split
percentages

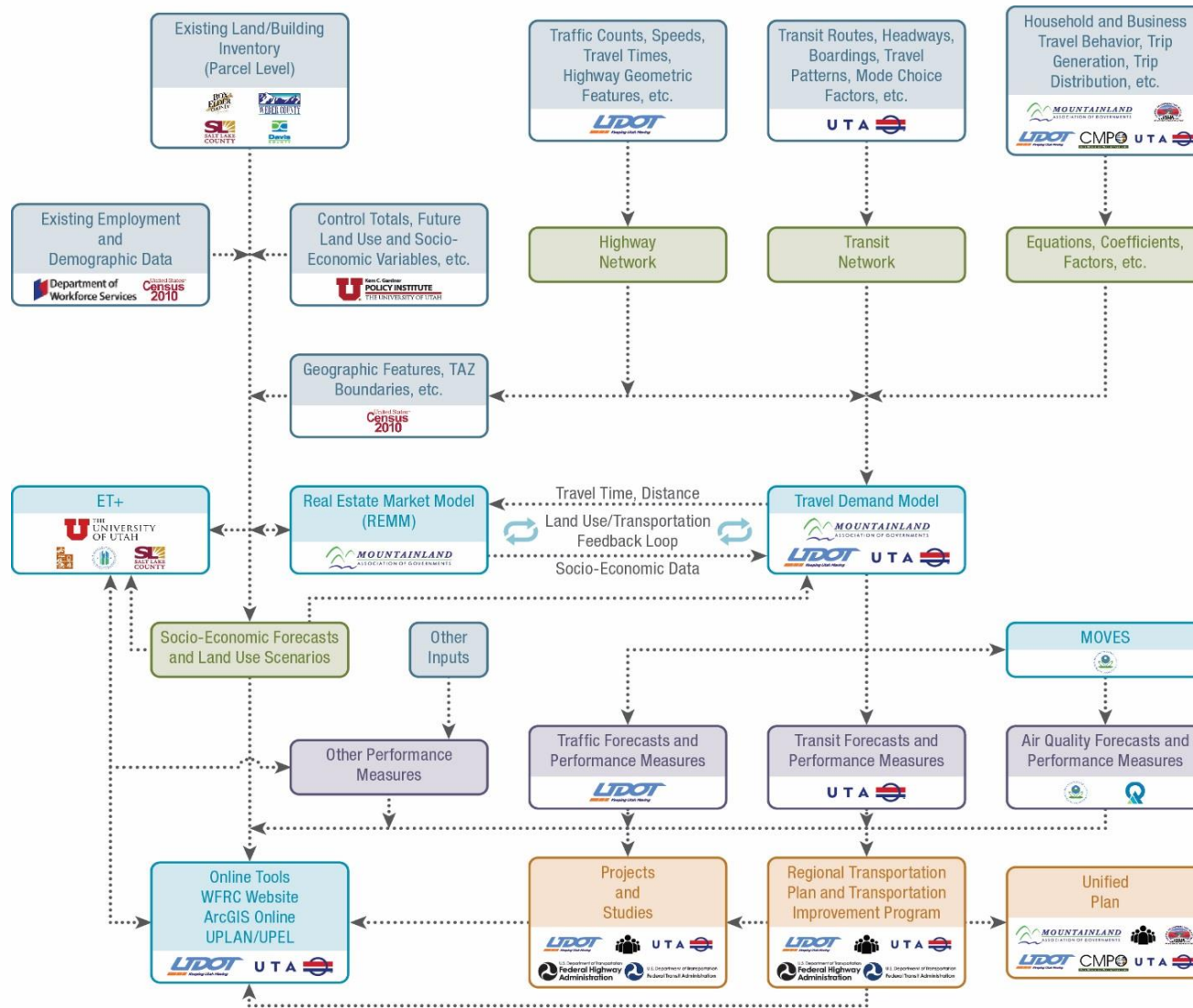
Public Involvement



Transportation and Land Use Coordination



Travel Demand and Real Estate Market Modeling



Raw Inputs

Refined Inputs

Model Outputs

Tool/Model

Program/Project

Public

[Logo] Partner Agency

WASATCH FRONT REGIONAL COUNCIL

Financial Analysis and Modeling

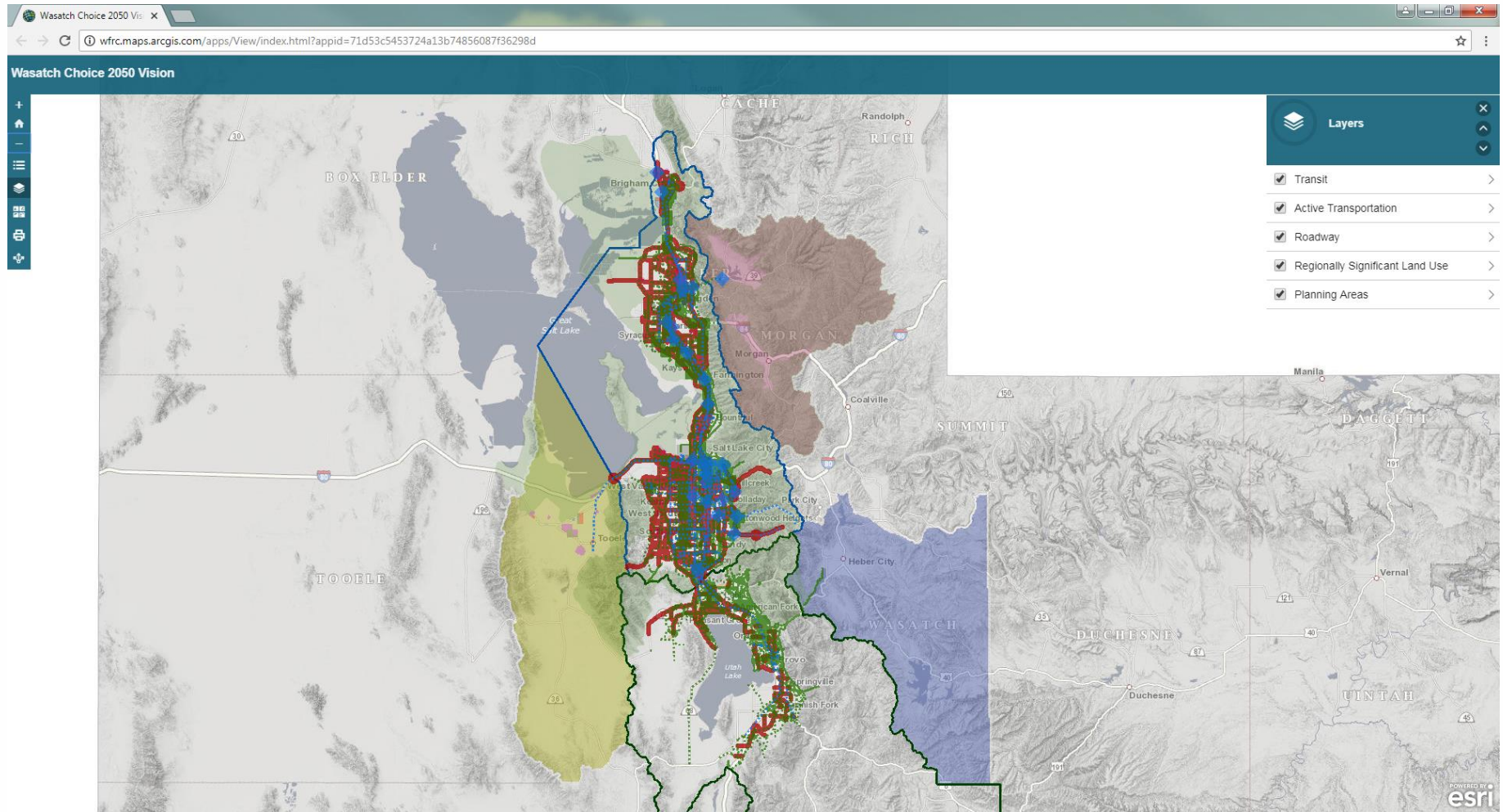
New Revenues (UDOT & Local)									
UDOT New Revenues	Scenario (Yes or No)		Year Added	Fee Assumption	% to UDOT	% Preservation	% Capacity	% Operations	
Vehicle Registration 1	Yes		2018	\$10.00	70%	50%	50%	50%	0%
Vehicle Registration 2	Yes		2028	\$10.00	70%	50%	50%	50%	0%
Vehicle Registration 3	Yes		2038	\$10.00	70%	50%	50%	50%	0%
Vehicle Registration 4	Yes		2045	\$10.00	70%	50%	50%	50%	0%
Vehicle Registration 5	Yes		2060	\$10.00	70%	50%	50%	50%	0%
Motor Fuel Tax Increase 1	Yes		2015	\$0.05	70%	50%	50%	50%	0%
Motor Fuel Tax Increase 2	Yes		2025	\$0.05	70%	50%	50%	50%	0%
Motor Fuel Tax Increase 3	Yes		2035	\$0.05	70%	50%	50%	50%	0%
Motor Fuel Tax Increase 4	Yes		2045	\$0.05	70%	50%	50%	50%	0%
Motor Fuel Tax Increase 5	Yes		2060	\$0.05	70%	50%	50%	50%	0%
Special Fuel Tax Increase 1	Yes		2015	\$0.05	70%	50%	50%	50%	0%
Special Fuel Tax Increase 2	Yes		2025	\$0.05	70%	50%	50%	50%	0%
Special Fuel Tax Increase 3	Yes		2035	\$0.05	70%	50%	50%	50%	0%
Special Fuel Tax Increase 4	Yes		2045	\$0.05	70%	50%	50%	50%	0%
Special Fuel Tax Increase 5	Yes		2060	\$0.05	70%	50%	50%	50%	0%
Local (from UDOT) New Revenues	Scenario (Yes or No)		Year Added	Fee Assumption	% to Local	% Preservation	% Capacity	% Operations	
Vehicle Registration 1	Yes		2018	\$10.00	30%	50%	50%	50%	0%
Vehicle Registration 2	Yes		2028	\$10.00	30%	50%	50%	50%	0%
Vehicle Registration 3	Yes		2038	\$10.00	30%	50%	50%	50%	0%
Vehicle Registration 4	Yes		2045	\$10.00	30%	50%	50%	50%	0%
Vehicle Registration 5	Yes		2060	\$10.00	30%	50%	50%	50%	0%
Motor Fuel Tax Increase 1	Yes		2015	\$0.05	30%	50%	50%	50%	0%
Motor Fuel Tax Increase 2	Yes		2025	\$0.05	30%	50%	50%	50%	0%
Motor Fuel Tax Increase 3	Yes		2035	\$0.05	30%	50%	50%	50%	0%
Motor Fuel Tax Increase 4	Yes		2045	\$0.05	30%	50%	50%	50%	0%

Growth Rates

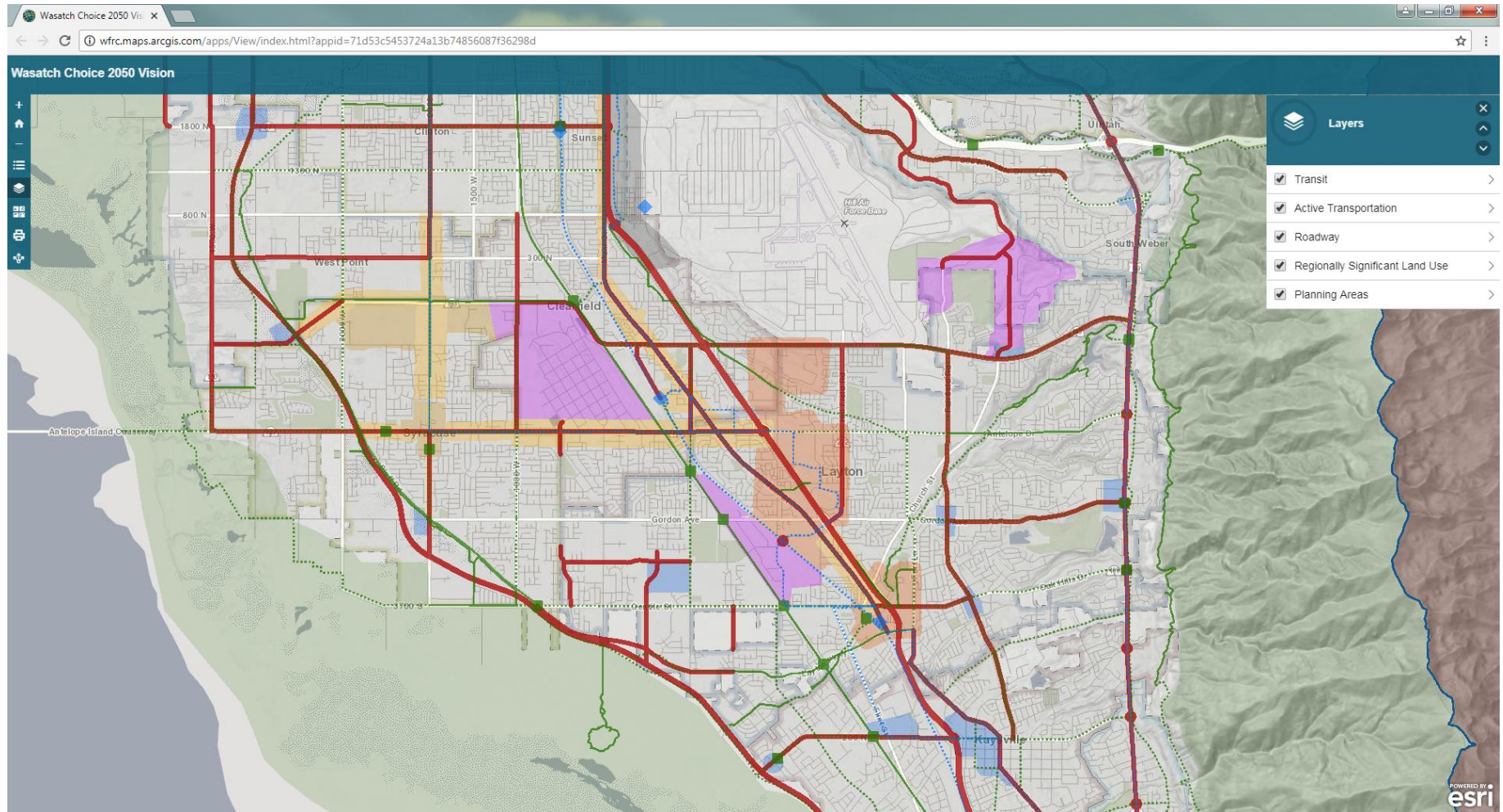
Revenue Sources

Definition of Needs

Wasatch Choice 2050: wfrc.org/wc2050



Wasatch Choice 2050



Senate Bill 136 Enhances the Planning Process

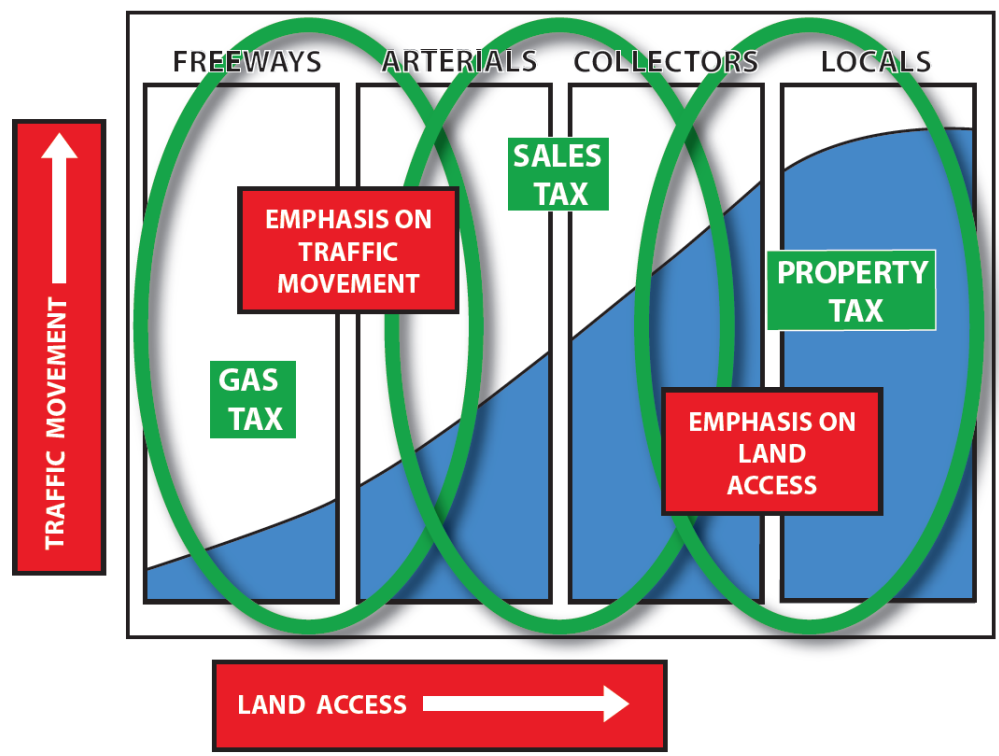
- Enhances connection between *planning* and *programming*. Increased consideration of long-range plans, vision, and goals in project programming and funding.
- Enhances connection between *transportation* and *land use*. Rewards and encourages local land use that advances long-range plans, vision and goals.
- Facilitates multi-modal coordination and investment.

Transportation Interim Committee

Hierarchy of Roads/Road Utility Fees
Mountainland Association of Governments

Presented by Andrew Jackson, Executive Director
June 20 2018

Transportation Funding Theory



Taxes and Fees – What's the Difference?

Taxes are imposed for the **primary purpose of raising revenue**, with the resultant funds spent on general government services.

Fees are imposed for the **primary purpose of covering the cost of providing a service**, with the funds raised directly from those benefitting from a particular provided service.

Taxes and Fees

Taxes have two components:

1. a rate and
2. a base.

The **rate** or mil levy is set as a percentage of a purchase or value of an asset.

The **base** is what the rate is multiplied against. Some things are left out of the base (food, non-profit)

Gasoline Tax was an excise tax (per gallon charge)

Taxes and Fees

Utility fees may be used for maintenance. Typically, a fee is charged for the average cost of servicing the payer of the fee.

Different users pay a different fee associated with the cost or the potential cost of servicing the users. An example is a water utility fee.

Simplified a 2" water line has four times the capacity of a 1" line. $V = \pi r^2$

This way of thinking a 2" line may pay 4 times the fee of a 1" line

Taxes and Fees

Examples of various trip rates

Single Family residential 10-14 trips per day (TPD)

Duplex residential 8 TPD per side

Office 10 TPD per 1,000 sq ft

Convenience store 24 hr 700 TPD per 1,000 sq ft

Taxes and Fees

When properly defined a Road Utility Fee must:

- Use Different Trip generation rates

- Be Based on the actual cost to maintain the system

- Broaden the base as needed

Questions?

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